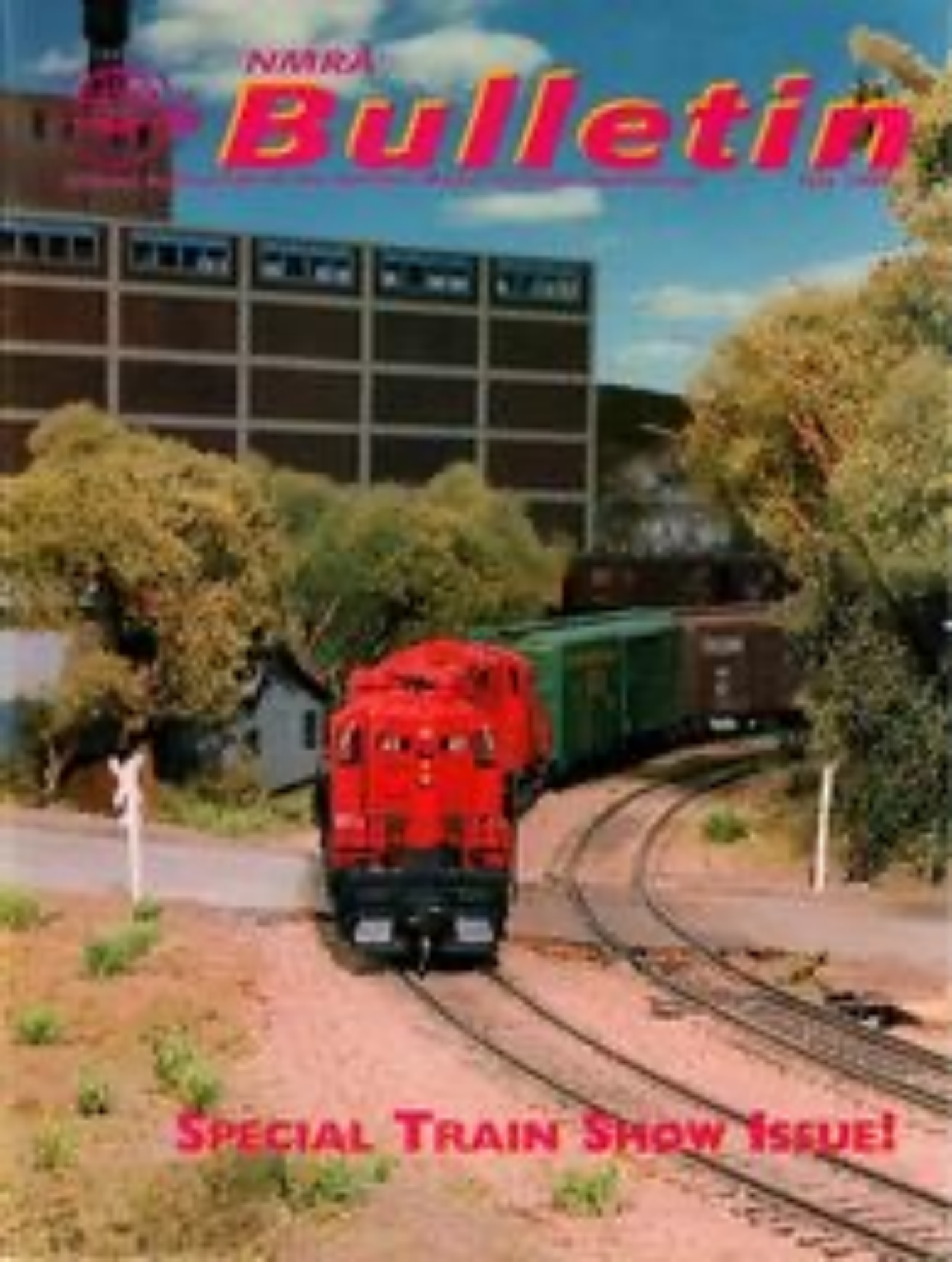
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Volume 56 No. 11 July 2002 Issue 713

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30 Bill Mehnaler's Missouri Kansas Texas & Kansas City Southern

In today's hectic world of rail roads constantly merging with other merged railroads, one man has preserved the spirit of the Katy in his HO scale railroad. Join Gary Hoover as he takes a look at a piece of history.

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Located in the hills above Los Angeles are some of the most exquisite layouts ever constructed. Take one last look at Cliff Springsteen's collection before it makes a move to the Wallich Howard Day Model Railroad Museum.

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Who says you need water to use the drainage on your layout? Mark John Dafler reveals a few of the tricks he has up his sleeve to scenic and relaying things.

60 Modifying Bachmann's 4-6-0 for the Santa Fe

Paul Hunsen shows tips on how to make your Bachmann 4-6-0 ready for the Santa Fe scheme.

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On the cover: DPT No. 130 is caught rounding the bend pulling a freight just outside Kansas City on Bill Mehnaler's MKT & Kansas City Southern. Learn more about this layout, to be part of the 2002 NMRA national convention in St. Louis, beginning on Page 30. Photo by Gary Hoover.

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Future NMRA National Convention Dates and Information

[redacted]

By Bob Charles
NWBA President

Priceless Memories

July is convention month for NWBA, and this column often covers the events of NWBA and our events. I promise this one will cover the completion of six years as your President. Secretly, my usual idea is the conclusion of these years and some of the memorable events that have occurred.

Now, our conventions are usually somewhat different from the average member. We have the opportunity to actually attend the meeting rooms of the event, the Convention Functions, our exhibit (as a guild full of NWBA business) and must be dealt with through the week. Therefore, there is little time to actually become involved in social networking, as I would prefer to do. Before you start thinking sorry for me, please know that convention week is the busiest and most satisfying week of the year. Moreover, the memories over and over before are probably different from every one you can ever envision. I would not trade them.

Washington Conference in 1994 is unacceptable (no way as the event as which I took office as your President. It was a wonderful week and an very well attended, but more after to do several things together as One was up the Columbia River tour support and she got a consolation look out of actually joining the college class of ladies come money, rainiest up the river under the mountain eye of the Captain. I wish you could have seen the guys on this tour. A very gracious. Then prior to that time will be the best convention for ten (like six years only). I am really looking forward to San Antonio.

1995 in Arizona was the year Nick Young (yes, the actor and ever cousin of a distant cousin to have our kids watch Cheers) he would like very strongly with family, a cruise, taking at all their way to see, although it was scary (no, see the score it is upon for). On the same day, three of us who are family golfers took to the links. (I do refer one day as a "fourth day" or as the golf before to it). "Old old or multi day," as this is typically used to day for the state theory. Temperatures forecast above 110 degrees where no local will said but indeed as the day progressed, he all, we still had a good time. The Saturday evening banquet was held in the college cafeteria set was unique. What a wise choice! The entertainment was great, and all that attended had a great time.

1996 in Long Beach was events for the outstanding California hostess we experienced the same week. Early in the week I was walking through the trade when I spotted a friend from Nuremberg, Eberhard Bodde, just arriving at the convention from the colonial station. We had not kept of each commitment to his face, and was obviously feeling quite lost. So I came across the lobby to greet him. We both stopped in awe of our and greeted much! That event have thought he just found a long lost brother. That was a fun moment. Bob Eberhard's hangover experience of "Bendel College and two week nights," delivered with only a smile through the entire presentation. Despite the audience had been cruising from dark favor to laughter, was not only the highlight of the banquet that year.

Bob Charles

1997 in Montreal was quite a change. It began with a romantic fishing the hotel and we Portuguese at the Bonsai succeeded for more morning. We spent two hours in the various bathroom of the hotel, as to our dismay, as we realized for the "all clear." We have heard that the concrete floor cracked down walked a half inch at the time! Again, the banquet provided a high point when Craig Mathews made a presentation on behalf of the Lauderdale Swords, project of the Civic Club. The World Headquarter in Orlando. Having for his daughter Ashley, it is a project strongly supported by NWBA. A big cocktail the benefits of Civic Club. The World is reminiscent of volunteer and don't have time who love that facility, and the value of the support of the NWBA. There was here a silly eye to the lesson.

Kansas City hosted the 1998 event, and was as outstanding review. We arrive to a flood and when to research the weather but the week was fantastic. The Hyatt group provided some comments reasonable weekend to dark display. The accession of Jackson Park was a problem, however worked excellent Hallmark with a fully sponsored comedy that came alone and recently did another book ago on the weekend. Three representatives of the European retreat national group WORKOP attended along with the Managing Director of Bloor. Their presence and participation and that of quite a few of our overseas members, underscored the importance of former and reflection of one remembrance.

Last year in St. Paul we learned that love and humidity are not the only properties of our weekend region. It was probably the hottest convention I have attended with temperatures of 110 degrees showing outside the convention center on Sunday. All the activities and banquets were HOT! (I am a pessimist—it'll be hotter for comparison when we arrive in two years. The NWBA Import College program played to sold audiences, with participants coming from all over the world. It was displeasure to see a few local old girl currently are traveling a car the next train with close cravings from a Master Model Railroader. I'll bet she borrowed a red caboose to ride given. Teddy Downs, one of later, was the best-dressed gentleman visitors, as usual but had a lot more years before—the last time the convention was held in the Twin Cities.

This year, less but have pressure to keep a good track. The banquet and conclude the convention will be held on the 12th floors in Hotels below. The banquet hotel is available with and without transportation, and includes your dinner and a view of the World Way B runway. As the time of this writing, tickets remain but are going fast. I hope you have the opportunity to attend the 2000 Fall, from convention to make some memories for you and your family.

Notice

Contact name and any corporate information and indicating changes associated with and is not limited to that text.

Function Functions: Monday-Tuesday 10:00 am-5:00 pm
Judging: Wednesday 9:00 am-5:00 pm (also 4-6 Tuesday)
Awards: Wednesday 5:00 pm
Meeting Minutes: Thursday 9:00 am-5:00 pm
Photos: Friday 9:00 am-12:00 pm

Blowing off Steam

Potentially harmful

To the editor:

I want to point out a potentially serious error in the May 2005 Railroads. On page 14, Ron Rambow suggests using model aircraft radio control equipment in crew and engine cabs. Under FCC rules, there is a group of frequencies (various) in our aviation services and a group (various) of ground based services. The one of an "airborne" frequency is used in a car, train, or in a container on FCC rules and subject to strict penalty. There is the danger that, if the RR frequency is the same (1 in 2 letters on an aviation flying into interference could occur and cause an explosion or fire. Remaining aviation Rambow should be made aware that they should choose a ground-based frequency. If they are using RC equipment to control a train.

The Fighter uses it really and and the features, we practice trains and learned a good deal about modeling and operating. Sorry. Sincerely,

—Andrew Rueda
via e-mail

Correction

On page 14 of the April 2005 issue of *The Railroader* review for the article from Model Layout to Model Train Mission was inadvertently omitted. The editor of the Lehigh was Greg Walters. We apologize for inconvenience.

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Glitch

Recently the NMRA experienced a computer system "glitch" that resulted in a volunteer mailing from members. The annual NMRA calendar was mailed in December to each of our members. I received as of 2/4/99. We hope everyone is enjoying their year's calendar.

In March, we sent a gentle follow-up note to those who had not yet responded to the mailing that accompanied the calendar. Unfortunately, one computer included in the follow-up mailing letter of non-members who had responded. After the mailing went out, your association learned an identity problem with the filters in the mailing label generator.

The computer was instructed to "exclude" those members who had responded to renew their membership but we "exclude" property from area does this mean? It means that if you had previously responded to the calendar mailing, the addresses were set to "exclude" you from the follow-up. That worked fine up to a point. If you had any other type of "transaction," such as the purchase of a Heritage Collection car, past regular dues, or something similar, the program did not "exclude" you from the mailing. Exactly does how the logic to anticipate this occurrence.

Our programming consultant has completed working on the problem, and it is corrected. Please allow me to publicly apologize to those members who were erroneously included in that follow-up mailing. We appreciate your patience and understanding. It checks out now.

— Bob Charles
NMRA President

National Train Show Guide

San Jose, California • August

special pull-out section

Exhibitor Guide

Alphabetical Listing

Booth No.	Company	City/State

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MEN
WOMEN
MEN
WOMEN
WOMEN
MEN
Booth Numbers

MEN
MEN

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Conducted by Gaylon Vickers

KATO releases SD40-2 in N-scale and HO-scale

The Grand New EMD SD40-2 released recently by KATO is set to be one of the most popular road power available.

Priced at $129.95, the regular livemen offers LED directional headlight, blackened metal wheels, all-wheel electrical pickup, KADEE coupler cuts and body-mounted or metal frame and semi-scale KATO couplers. Shells are die-cast weathered. An pack of the following road names: Burlington Northern Santa Fe, Illinois Central, Kansas, Missouri Pacific, Union Pacific and Union Pacific. There is also an undecorated model available.

Micromark introduces part of HO system

New releases from Micromark this month include HO-scale decals for the Great Northern Empire-Builder, Minneapolis, and as part of the Kansas City Southern system, operators a fleet of 100 SD40/SD40-2 diesels throughout Mexico. These decals are numbered and can be for 3 trains and are available for $4.50.

Other new releases from Micromark include:

•Chess graphic package of HO-scale decals for $4.50.

•Decals for the Boston &Maine/Western Pacific/Union Pacific diesels, in a pack

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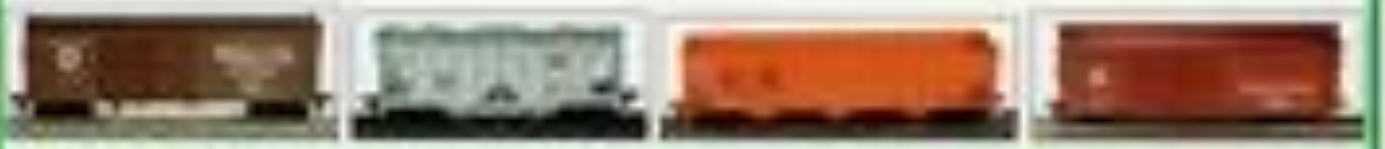

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Atlas releases new 40' wood refrigerator car

Atlas has done some HO scale versions this month: a 40' Wood Refrigerator car, an elevated gate brake and a track train display. The refrigerator car is based upon the 40' wood refrigerator cars built by Pullman for the Northern Refrigerator Car Co. in 1936.

This cars model is the first release in Atlas' new N scale rolling stock series. Its Stock Car Chassis "With its overhigh car benders, 1,084-lb-style DA-style underframe and vertical brake shaft, this car was representative of thousands of similar cars that were built during the "Billboard" era of American railroads. Features include: injection-applied letters, grab irons, stirrups, steel hoppers, handles, brake wheels, vertical brake shaft, coupler lift bars and levers, opening doors, die-cast underframes, wheels designed with no. Amazement style, die-cast spring trucks with steel wheels, die-cast simulated coupler, truck and more every detailed cars (1 each) in (7).

The 2 rail versions feature fully insulated scale knuckle couplers and scale 33" wheel sets. Two-rail operation will be available per road name, which includes: Erie, Santa Fe, Baltimore & Ohio, Southern, Milwaukee, Grand Trunk and Rahway Valley.

Atlas' N scale car has also released two new releases, an elevated gate brake car and a track side display kit. The kit car based on Atlas' popular HO-scale versions and are packaged together for added versatility.

The gate brake has a detailed chassis, opening side doors, operating side doors, interior details including 2 pin wiffy stairs and brakeman's 4" brake by 1.75" long and 1" high. The display has detailed trains with body details and exterior simulated sheathing, detailed by a chain, crates and boxes, and a 3.4" wide by 5.25" long and 1.5" high. Prices on each have yet to be announced.

The track side display features detailed walls with both exterior and interior simulated sheathing and a chain, crates, barrels and wood behavior details. N in 2.5 in x 3 (7") x 2.5" h.

Prices on the three have yet to be announced.

Black Widow handles Intermountain releases

Intermountain has released many new

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products this month is NEx-, S- and G-scales. The 001 releases include a Black Widow parlor caboose (at the ERR) $ 1.6 (plans $ cost $ 1.78 cents. The body is painted black with a silver base and silver and orange rung wipers. The Black Widow also has an illuminated wiper all along the lower side sills and across the side windows. The $ 1.6 model (no 0001) will sell $ 1.78 while the $74.95.

Other 001 releases are:

•Price comes from 2 key wagons ALL painted gray with black lettering at $17.95 each. These cars come with a new-enough molded resin running board.

•LOMA's unpainted deep bottom gondola Lowa-Ville & Southern kit at $12.95 each. Printed lettering and with white lettering these unpainted cars have been cut small side pan-els and floors.

•Kit of reissues of 20 ft ocean flats 3 key wagons, cars marked Grain Chicago & Northwestern and the other marked with Chicago, Burlington & Quincy, each at $17.95

•Both bearing 33" wheel sets, machined and hardened, in a fifteen pack of six at $19.95.

•5-scale releases include a Great Northern 12-panel 40' boxcar with the classic Omaha Logo from 1930. These cars accurately represent GN's boxcars of the late 1940s. They are perfect for the modernized version at $12.95 each.

Other S releases are:

•Detail Classical Company 40'9" Type 27 riveted hi-000 gallon tank car kit at $12.95

•And 3 heads cylindrical covered hopper, rough basic assembly kit $17.95. Painted red side white 3 heads lettering, gold and red diamond and distressed dots. This car also has rivets repainting details and enhancing.

•Baltimore & Ohio 1917 6,100 40' panelside boxcar at $26.95

•Great Northern 1937 3,500 40' panelside boxcar at $24.95. Painted painted cast with dark lettering, this car has its black and white boxes for boxcar on the left side of the door. These cars carry the advertising slogans, "The Route of the Empire Builder" on two sides and "Shop and Travel Scenic GN" on the other side. They serve the 1930's.

Also released in the N-scale, John committed Pacific Fruit Express R 40 ft steel-sided ice reefers #000 with the black and white NP heralds and the red, white and blue US flags. Available with scale wheels and Kadee couplers or Micro-steel Rail trucks and couplers, 6-packs for $49.95.

The Final Intermountain release this month is an N-scale kit of an 80 ft type 27 riveted, 8,000 gallon tank car, painted black with the white lettering, "Northern Tank Line." These cars come with laser-cut wood bracing, brass grab irons at $12.95

Lucy Dodd releases smallest decoder

Lucy Dodd has announced the release of an N&B 8-amp, 3-function, 4-terminal, DCC conforming, all-purpose DCC decoder at the price of $19.95. Features include automatic stereo and sound powered glide speed control, improved packet reception for more track operation and more.

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set on good quality card stock with round corners. Bob has done a good job on the logo and it is nice to see the scale and model railroad memberships. The back of the pass has some basic and really unique rules and letter heading. And Bob has printed his own passes on his small, hand operated press, but he says it is too labor intensive to consider printing passes for others.

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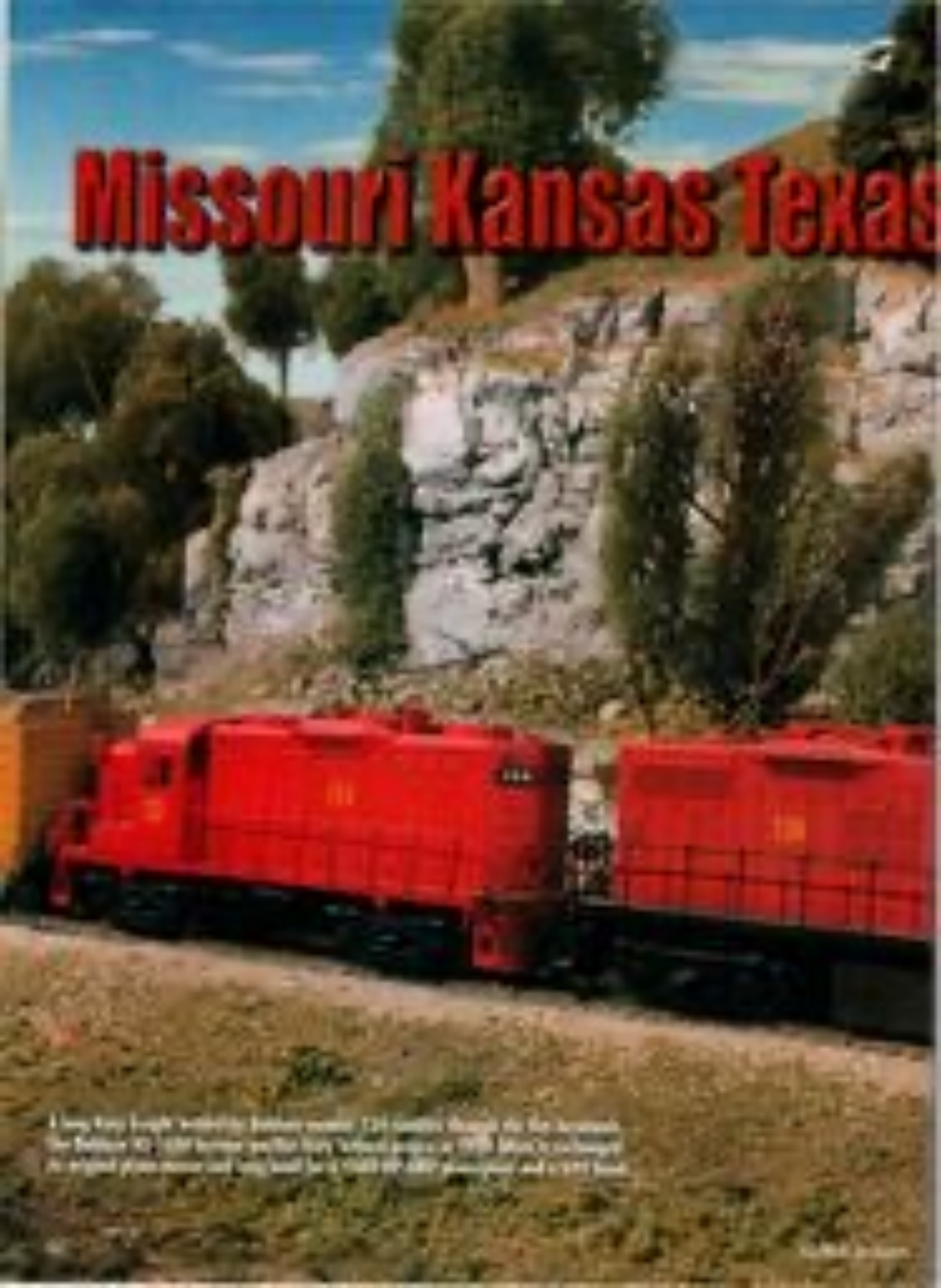

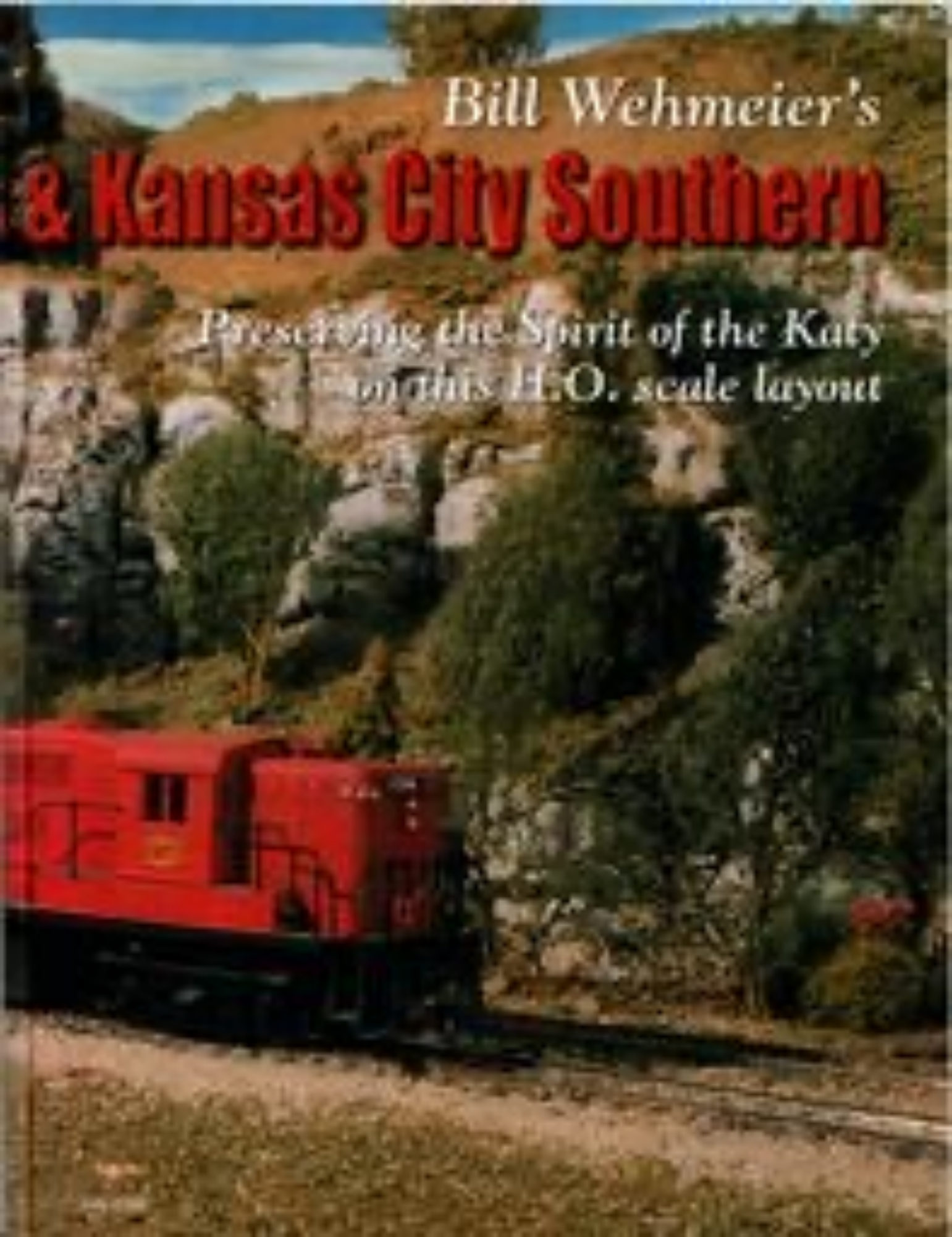
Bill Wehmeier's
& Kansas City Southern
Preserving the Spirit of the Katy
on this H.O. scale layout

WIDE BENCH

A very aspect of model railroading is that a railroad's flags never need to fold. In today's highly world of railroads constantly merging with other railroad railroads, it's hard to keep up with who owns who. The Missouri Kansas and Texas became an example of the merger game when a new, privately-run Katy railroad emerged in 1988. Today, only the tracks of this line remain known as a track in the full size world. Luckily, Katy fan, Bill Wilkinson has preserved the spirit of the Katy in his HO scale railroad. In addition, the Kansas City Southern is also a featured. You can visit Bill and his Katy layout during the Greenberg 2009 National Convention in St. Louis.

First, some history and a little color

The beginnings of the Katy railroad back to the time of the Civil War. In 1865 the railroad was chartered as the Union Pacific Railway, Southern Branch with the first ground broken in Junction City, Kansas in 1867. Three years later in 1870, the railroad's name was changed to the Missouri Kansas and Texas. The nickname "Katy" came about in 1903 when the railroad was under the control of the Missouri Pacific. The final collapse in the 1980s? In the Kansas and Texas Chronicle, Bankruptcy and the general public dismissed this as K-T and Easily Katy. The reorganized corporate entities used by the Katy was created in 1988 and survived until the U.S. merger.

One of the things that makes the Katy a historic is interesting to its past leaders. Two of the most famous were probably Mad Dogs and John Ringling. Mr. Dogs maintained locked power the railroad through some of its toughest times. Mad Dogs took the Katy to 1915 when it was currently run the line of cows to be running a railroad. While trying to keep the creditors off his back, he launched a major "drive up your" campaign for the railroad's customers. He ran into his run of control started his second study the word "Mad Dogs" the yellow Checked newspaper cut the 30,000 was filled with work, wheels and became legendary on the Katy. Dogs died in 1918 has just before starting a major chapter in the railroad's history. Nevertheless, but like Mister, John Ringling fell also joined the Katy during the difficult times. In the mid, 1940's, the Katy was to run more trouble both financially and physically. The Katy's track conditions had to a small gas. And running the gauntlet each route was a major challenge. Deterioration of the track and engineers terrain were major problems. John Ringling became involved and tried to lead the railroading railroad. Ringling successfully turned a few positions with the Missouri, Rock Island and several other railroads. Ringling's railroading philosophy was to run the most permanent railroad as possible and keep the railroad facilities the favorable operations allowed cash to be borrowed so that was

Straight analog DC power is divided into electrical blocks to control the locomotives. The undersized subs are held to the side of the layout with small strips of Velcro.

A Kansas City Southern switcher works the industrial complex in Kerrville. The RCS power on the layout belongs to Kurt Grosse who helped build the layout.

Locomotive number 134, formerly an Alco RS3, switches the Atlas Feed and Hardware Company near Kerrville. Number 134 was re-powered in 1959 with a 1300 HP EMD prime mover. Kerry designated this model as an RS-3M.

This late 1950's photo of Baldwin AS-1400 number 134 crossing the overpass over Huntsville was taken from the layout's historical files. The locomotive is fresh from being re-engined and refurbished by EMD. By the late 1960's, this event will be abandoned and the rail torn up. The trees are from Sweetwater.

Steve Bill's close friend and co-builder of the layout, Kurt Gross, is a HO fan, some HO power is always present on the layout. Here, some HO Gauge goes a rural grain storage line. Group limestone cliffs are shown in the background.

A small oil storage facility on the outskirts of Holyville provides some switching opportunity.

There is no doubt the Katy is in charge of this right of way. Midwestern scenes need not be as flat as many people believe. There are always embankments and small hills that can be modeled.

Although all of Kory's Alco FB's were scrapped in 1963, this one, number 122, has been preserved on Bill's layout for special events and fun trips. The unit is shown here pulling a trip out of North Kansas City in the late 1960's.

The Kory in HO scale

Bill Wiesmann chose to model the Kory for several reasons. Living in St. Charles, Missouri, Bill had been around the Kory all of his life. While not a railroad enthusiast until his 30's, casual exposure to the Kory was inevitable. The Kory's mainline from N. Lyons to the Kory passed through St. Charles along the Missouri River. Today the sight of two live units behind just a beautiful tobacco and burley sight. When the railroad was bought by Bill, the Kory seemed like a great railroad to model because few models railroads of a normal theme a midwestern road, one might think the scenery would be flat and boring and one needs of a challenge to model. Well, think again. The railroad traversed 1,000 along the river bluffs over Washington Franklin and Montgomery Missouri and provided passengers, cows to the mainline and provide some very dramatic backdrops for the railroad. Anyone who has modeled a midwestern scene will probably agree that "flat" scenes can be much more challenging than the mountainous scenes.

The area of the Kory chosen for the layout is around the Kansas City area. Typical of the prototype, urban areas quickly forced two road routes. Bill decided instead of the Kory and many midwestern roads make

Occasionally, some power from the Midwest shops on to the layout. Here, a Midland Group sets the evening with burro blazing.

The #13 caboose number 613 trailed on the back of a slow freight is finally clearing this rural grade crossing. The caboose was completely scratchbuilt by Kurt Simonsen.

A Kansas City Terminal Switcher works a local industry in the town of Glen Park. The #13 power helps to reinforce the geographic setting of the layout.

Rounding the curve, GP7 number 1331 is caught pulling a long freight. The tall brick logo of North Kansas City can be seen in the background.

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By Charlie Getz, PCR President

A corner of Jim Hill's Hollow Railroad is reminiscent of a key West small railroad in one of the more memorable scenes in the movie *Key Largo*. Where's Humphrey Bogart when you need him? A view of Jim Springmeier's Hill's Hollow Railroad is shown in the color section of this issue.

The Springmeier collection is now on display at the Howell-Day Model Railroad Museum in Lake Charles, Louisiana. The museum is the creation of Bonnie and Clarence Howell and their daughter Sandy Howell Day and husband Mike. All of the railroad was painstakingly created, or built by hand, including each of the many trees. Everyone is invited to stop by and see this collection of the most complete steam engine models in the world. Admission is free and the museum is open Tuesday through Saturday, 10:00 a.m. to 4:00 p.m. The railroad is located at 1001 Ryan Street in Lake Charles, Louisiana.

Hill layout in Cliff's family room

One of Cliff's Hill layouts, located in his bedroom

Cliff's Hilleli layout showing the Downhill with backtrack.

SIDE DUMP

Car Loads

By Tom Peterson

The CP Rail 359-a, side dump car has been loaded with limestone chip rock. Before the door of some of the hoppers.

THIS MONTH'S OPEN LOADS

From atop the edge of Blodcastle Quarry, one can see a pair of side dump cars being loaded with rip-rap. The cars have been placed as far as they can go into the quarry, as rails aren't fastened to rock and sand. The quarrying "face" is only a few hundred feet to the left. One of the cars has a trailer mounted air compressor in it to boost the air pressure for dumping the cars.

under them. I was stunned that these dump tracks of the railroad would see use daily in revenue service and maintenance of way.

Figuring out how to incorporate side dump cars into a modeling scenario isn't a big thing. My Grand Narrows Line, an HO scale layout that has been built up over the years through the efforts of many people, has become home to Dave's Sand, a Blodcastle Quarry — an inland location it was built to take Blodcastle to the lake we were originally modeling, with building scenery being Dave's responsibility and Dan had constructed a reasonable simulation of a quarry using foam insulation as the base material. John had added appropriate looking details using several materials from a local quarry. A new track ran into the quarry, and it would be the source of loads of rip-rap for some side dump cars.

Obtaining side dump cars was a quest

Side dump cars are used in revenue service, too. This string of Duluth, Winnebo and Iron Range cars is filled with limestone destined for a taconite plant. Dave Johnson photographed them in the yard at Proctor, Minnesota.

Wadsworth Quarry hosts side dump cars with an end loader. Side dump cars need to be built rugged to take the beating from the large boulders being dumped into them.

[illegible] quarry, as Wadsworth readies a planned [illegible] side dump car for on-track road [illegible]. The [illegible] can be built on their [illegible] dump trucks already contain [illegible]. I didn't detect that [illegible] necessary for my intended use, and we [illegible] I assembled our first [illegible] the dump body so as to [illegible] provided. I also [illegible] kind of my cars to look [illegible] I'll find cars [illegible] in Dutchess, so I took [illegible] Black cars, removed the original [illegible] stacks, and added [illegible] stacks from my diesel dump [illegible].

As a [illegible] know the prototype [illegible] one [illegible] take a beating, and the very [illegible] of the loading and unloading process [illegible] dump cars. So after [illegible] the cars, I reinforced them heavily. I [illegible] the interiors of the dump [illegible] with thick Bakrow plates, and used [illegible] to heavily reinforce both the inside and outside of the cars with [illegible] plates.

Making the loads of rip-rap was easy, as Woodland Scenics makes a product called Ballast that works perfectly. I [illegible] a bag of extra-coarse material in a [illegible] and [illegible] sprayed the [illegible] a [illegible] dust [illegible] had [illegible] to make [illegible] quarry, and used the smaller pieces in the [illegible] dump cars. No glue [illegible] essential to use in the end [illegible] ... though you will have to [illegible] the natural material in place, [illegible] the [illegible] and [illegible].

[illegible] interesting features of the [illegible] cars had [illegible] to Dutchess [illegible] a [illegible] dump car. Rail [illegible] a [illegible] air compressor. [illegible] were used by [illegible] companies. I guessed that the purpose of the compressor was to [illegible] the air pressure [illegible] to dump the cars, and designed it into a [illegible] to model. To [illegible] my [illegible], I [illegible] with a Bowie N1/2 single jack and [illegible] holder. Black [illegible] was used to [illegible] the [illegible] compressor [illegible] body, and the [illegible] was painted [illegible] with a black [illegible] and [illegible] weathered to [illegible] the [illegible] plastic.

The results of my [illegible] are shown in the photos. The [illegible] operate well and can be used on both [illegible] main and [illegible] tracks.

While researching [illegible] dump cars, I [illegible] that [illegible] railroads [illegible] to [illegible] operations. [illegible] to the Oriskany, Mohawker and [illegible] Rutland (ORDRR), which purchased and refurbished a [illegible] of these cars for use in Greenbrier service. Operation productions [illegible] Greenbrier, on the ORDRR have [illegible] cars [illegible] back to the [illegible] plastic. [illegible] everyone is hooked on [illegible], but side dump cars are [illegible] this [illegible] service, too.

I [illegible] with a Greenbrier [illegible] with another Wadsworth side dump car. This [illegible] for my Wheeler and Southern Railway. To [illegible] the load, I took a [illegible] the [illegible] dump [illegible] about [illegible] a [illegible] to [illegible] a [illegible] with a single sheet of [illegible] that [illegible] a [illegible] [illegible] where the load was [illegible] Next, I [illegible] Woodland Scenics [illegible] light gray [illegible] over the load, [illegible] the [illegible] in my shape I desired. Then the [illegible] was [illegible] [illegible] the [illegible] [illegible] and [illegible] [illegible] [illegible] during [illegible]. The [illegible] [illegible] [illegible] days, the [illegible] had [illegible] and the [illegible] load [illegible] [illegible] [illegible]. The [illegible] [illegible]

Iron Line GP38-2 4048 crawls around with a long train of side dump cars filled with rip-rap in the Dubuque, Iowa yard. The Jordan Spreader behind the engine will be used to push the rip-rap away from the rails and down the embankments.

O Rail owns several models of side dump cars. These cars are 40 footers.

Modelling a Jamestown load involves some of the same techniques used in buying ballast. After the piles of limestone were created, ballast glue was used to hold it in place. One could use make a "live" load using these very end, like the pre-railroad, have a real mess to clean up if there were a derailment.

To provide enough air pressure for both train operation and dump car operation, the Con-Air of 10 horses got a trailer-mounted air compressor in the middle of the train as a "booster". This other side dump car has taken a beating over the years, but it has been retrofitted with roller bearing trucks and is still in service.

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THE ILLUSION OF DRAINAGE

By John Dafler

Figure 1: Light pacific 1147 is climbing the grade of the branch line on my HO-gauge Lakewood Division layout. The rail tops of the track are about 1/8 inch above the level of the pond. About 1/16 inch of this is due to the height of the code 70 track and the rest is achieved by elevation of the roadbed. The pond and ditch that drains it are on flat plywood and the only line of drainage from the pond comes from the grassier grass growing along the nonexistent ditch profile.

TRACK IS THE MOST PREVALENT

Figure 3: This is a spring-time view northward along Canadian National Subdivision in Toronto, Ontario. Each side foliage here is typical of that covering rights-of-way throughout northeastern North America. There are 7 1/2 feet deep ditches to the left and the right of the tracks, but the only way that you can find it is by the colour of the foliage growing in them.

Figure 4: An early morning passenger run crosses the highway near South Bay on my former New South Subdivision layout. The tracks in only 100 feet track which is laid directly onto 1/4 inch thick plywood. The ditch to the right of the tracks is formed by gouging out the upper two layers of the plywood, the end of the culvert beneath the road is a short piece of aluminum tube.

Figure 5. The BC Rail mainline west of Vancouver, British Columbia cuts through all adjacent landforms. Its right-of-way profile is formed by the location of the track atop a layer of ballast. Water is removed from the area through ditches that flank the track.

[illegible] the track and to the land to contain what can't be put.

The next screen option is to have the track. This results require putting it all up and ensuring it is cut, modified, come look at something like Photoshop sometimes then maintaining the adjacent ditch profiles. The standard of the ballast that I use having especially every physical decks made 1/4 inch-thick cedar with bent corrugated from the road bed (Figure 5). This puts the rail heads anywhere from about 3/4 to 1-1/2 inch above the deck [illegible] depending on the size of rail I use. I screen the cedar rails to the physical deck with carpenter's yellow glue and weight. Anything that's above the physical surface like plastic strips, I add 1/4 to 1 inch spacers that say beneath the physical to remove [illegible] and prevent warping.

Before the track can be laid the roadbed the [illegible] over the [illegible] and the [illegible] bench be shaped to produce a sidehill profile. Be sure to not use any [illegible] to the rails that have a [illegible] before using it. Differential shrinkage [illegible] a track will cause a [illegible] track shows the [illegible].

I am using Atlas's No. 918 under-the-[illegible] [illegible]. They are very slightly [illegible] than the cedar rails [illegible] so they are [illegible] easy to install as a [illegible] cut out of the rails. A thin layer of [illegible] track is all that is required over the [illegible] to make the [illegible] profile [illegible] gently level of [illegible].

If you like spiral [illegible] don't use cedar rails. It [illegible] all of the [illegible] to the physical [illegible]. I like the [illegible] of the [illegible] to the cedar rails in a good [illegible]. Becoming of [illegible] to spacing is [illegible] with a [illegible] [illegible] and [illegible] [illegible] with [illegible].

[illegible] up and [illegible] track is not an [illegible] a [illegible] layout. Not only [illegible] the [illegible] but the physical by [illegible] and the [illegible] with [illegible] [illegible] the [illegible] [illegible] with [illegible] [illegible] the physical [illegible] by [illegible] and the [illegible] of [illegible] will be [illegible]. If [illegible] physical is 3/4 — 3/4 inch-thick, [illegible] with [illegible] [illegible]. If [illegible] physical is less than 3/4 inch

Figure 6. My track is laid on 1/4-inch-thick cedar lath that is affixed onto the plywood decks of my layout modules. The side of a Kadee No. 918 under-the-track type uncoupling magnet can be seen beneath the track to the lower left of this photo. The tops of the code 33 rails of this siding are about 3/8 inch above the plywood module deck, which is more than enough to create a convincing ditch profile.

Figure 7: Water is drained beneath the brook-line through a culvert to the rocks above the wash-line. The culvert is a short piece of aluminium pipe placed in the scene after the rocks and basic ground cover were completed. The iron oxide on the rocks is Hauptl Roll Brown paint. The water is acrylic gloss medium which gives an added leaf drift sheen. These bubbles just above the paint brush have to be broken with a pin so that they don't dry in the medium.

part of the Wales area of my HO gauge railroad. It's very basic.

The track has been cut to the correct length and the sleepers painted. Then I glued the track to the plywood base using PVA adhesive. I used a few pins to hold the track in place while the adhesive dried. Next I ballasted the track using fine grey ballast. I used a fine paintbrush to push the ballast between the sleepers and to the edges of the track. I then sprayed the ballast with water and added a few drops of PVA adhesive mixed with water to fix the ballast in place. I left the adhesive to dry overnight.

I painted the sleepers and the sides of the track with a mixture of brown and black paint. I used a fine paintbrush for this. I then painted the rails with a rust coloured paint. I used a fine paintbrush for this as well. I painted the rails and sleepers on the inside of the track as well as the outside.

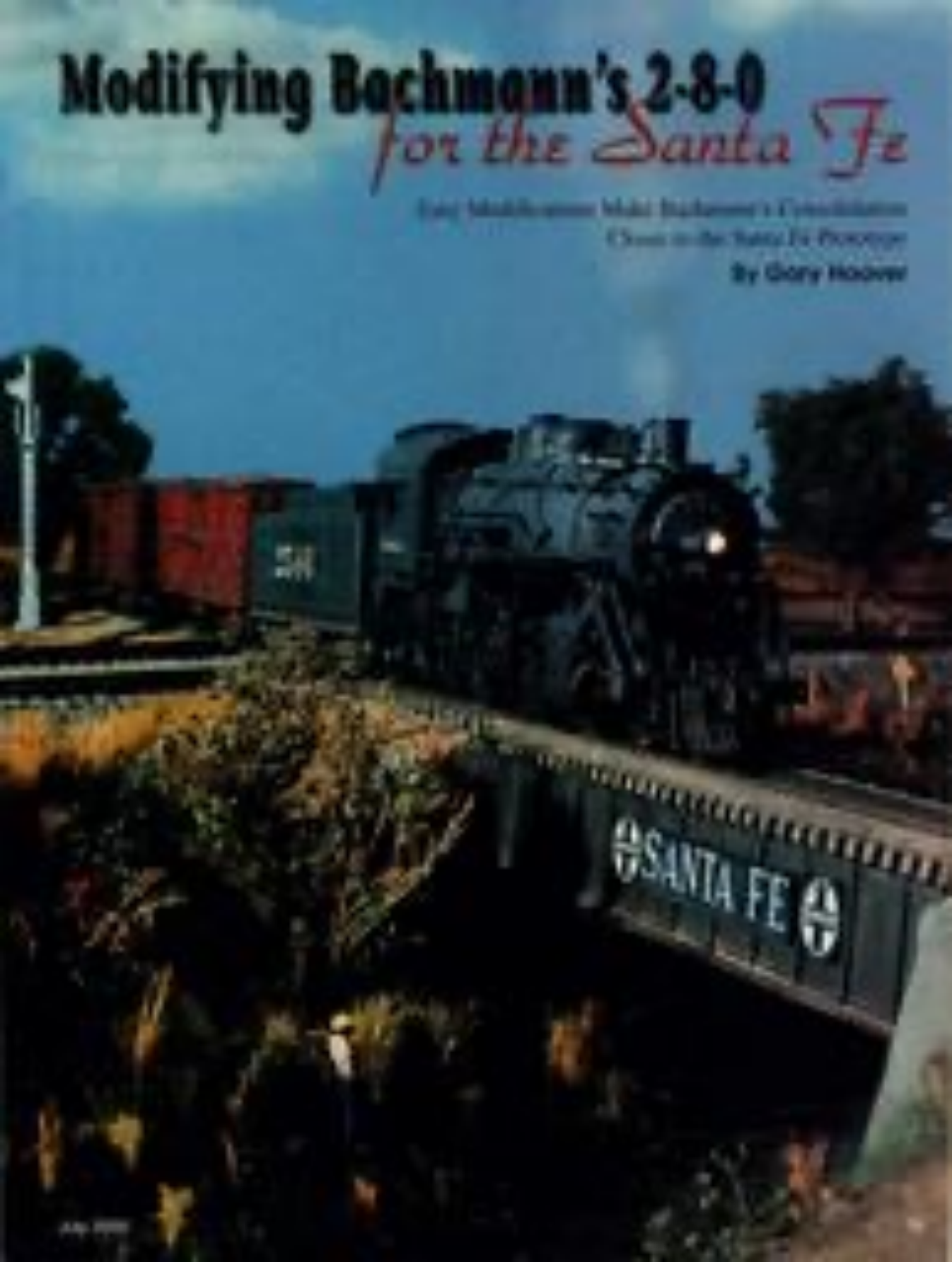
I then painted the ballast with a mixture of brown and black paint. I used a fine paintbrush for this as well. I painted the ballast

Figure 9: Beneath trestle seen in Figure 6, the mouth of the creek is so choked by foliage that the entrance of the creek into the lake can not be seen. No creek was modeled.

Modifying Bachmann's 2-8-0 for the Santa Fe

Easy Modifications Make Bachmann's Consolidation Closer to the Santa Fe Prototype

By Gary Hoover



Revtemoor's model 2-8-0 is a very fine locomotive straight out of the box. With a generous servo mechanism, exposed details and ability to take six Mabuchi motors and a footplate price tag, the Revtemoor 'Consolidation' is hard for model fans to resist. I wanted to make my 2-8-0 closer to the Scale Six prototype but didn't want to commit every last cent on the locos. With a few more modifications, the Revtemoor model can be made into a close approximation of the Scale Six prototype.

The prototype and the model

In 1926, the Scale Six acquired the Kansas City Railways and Inland Railroad (KCI&IRR). The road included several 2-8-0 Consolidations, one of which was KCI&IRR's #212 (Alco Pittsburgh, 1918, builders number 58912). Upon arrival on Scale Six lines, the company renumbered her as #2146. For many the 2146 worked on a suburban as a daily coaster at Maplewood, Oklahoma. Retirement came on April 21, 1952 at Chanute Kansas. By December 31, 1953, #2146 was dropped as the ruled of Maplewood. Why and just as shortly, several photos of the Revtemoor 2-8-0's, including the 2146, appear in Lloyd Stranger's book Steam Depts in Kansas, 1945-1955 (Scale Photo Press, 1956). The same photos of 1956 also appear in Stranger's books Fly Steam The Last Decade. In addition, an excellent source of general dimensions and prototype photos can be found in A.D. Nichols's Iron Horses of the Scale Six published by the Southwest Railroad Historical Society.

A comparison of the overall dimensions of the prototype 2146 to the model is shown in Table 1. The running gear, low headlight, sand and piping details are almost on exact copies. The two locomotives do have great of differences however as model and the prototype switch the location of the air pump, piston access and sand dome. On the Revtemoor model, the air compressor and pump sound to be mid-post slightly higher. For the sand dome, the prototype's domes behind the model on the boiler. A more subtle difference between the locomotives and the prototype's dome is the plate. The 2146 prototype had a small window over pilot wheels in front of the front headlight. Other small details such as boiler access hatches are easy to add and really give the model a distinct Scale Six appearance. For the project, all that needs to be done is convert the Revtemoor boiler front over to oil and add lights, new air and bell hoses.

Capturing the prototype

Prior to [illegible] project, I needed to get as close to the 2146 prototype as possible. Information having to purchase photo copies of the model I quickly was so

The existing Revtemoor air pump was relocated about 1/16th inch higher. Longer steps and a new running board over the air pump were also added.

Same as above, but after painting.

Since no commercial castings for the Scale Six wooden boards could be found, they had to be scratch-built using this styrene sheet and square. The top and bottom pieces were first cut to size. Next, each of the four square pieces was added one at a time and then cut to length after the cement set.

Left side close-up view. Details that have been added include new headlight, reverse lights, supplementary handrail, boiler washout boards, bell with cord, whistle and poppet valves. The air pump has been relocated along with the ladders and running board over the top of the air pump.

boiler washout bolts. The new fairly weight. (See detail 1 above and on next) over the location of the cast items. It wouldn't be too difficult to do with the help of a razor saw, file, motor pulley and a little patience. I'd suggest replacing the old items with a Precision Scale cylinder 11231 items. From the prototype photos, it looks like cutting the inner cabin 12 inch forward would do it. I'd love with the quarter sets discrepancy but if this is something that might cause you a minor thing at night, I'm inclined to take notice of.

Left side modifications

The main modifications on the left side locomotive concerns the air pump. A small portion of the cabin running board needs to be removed to fore the air pump can be moved ahead. Also each fitting strips with a wire retaining bracket over top of the air pump are also necessary. The front step has not to that there were two complete steps on the saddle. The aft step was one with three complete steps. Both were details once same from 0.5mm thick castings. The late running board over the top was made from a piece of scrap Plastic 40.10 material retaining and a piece of .5mm thick styrene sheet glued on the bottom overhang of the platform at an angle to.

The new running board over the air pump is made from a piece of .5mm thick styrene sheet glued on the bottom overhang of the platform at an angle to.

The air pump was mostly as cotton side of the prototype had been over-covered from the model. Also, a few accessory brackets were added and under the main handrail using a few pieces of wire and two Knuckleform 2577 items.

Right side modifications

The prime concern on the prototype appears to have been the fitting of cast 1 inch x 1 of Scale 4/10 casting. The rear part of the prime mover mechanism was located against the forward edge of the new running board. The running board over the top of the prime mover was moved up by about 1/16th inch. The gap remaining from the original running board was filled with pony rod casted scenes. A short and just before the prime mover knee the cab shows to running gear was added using a few piece of wire.

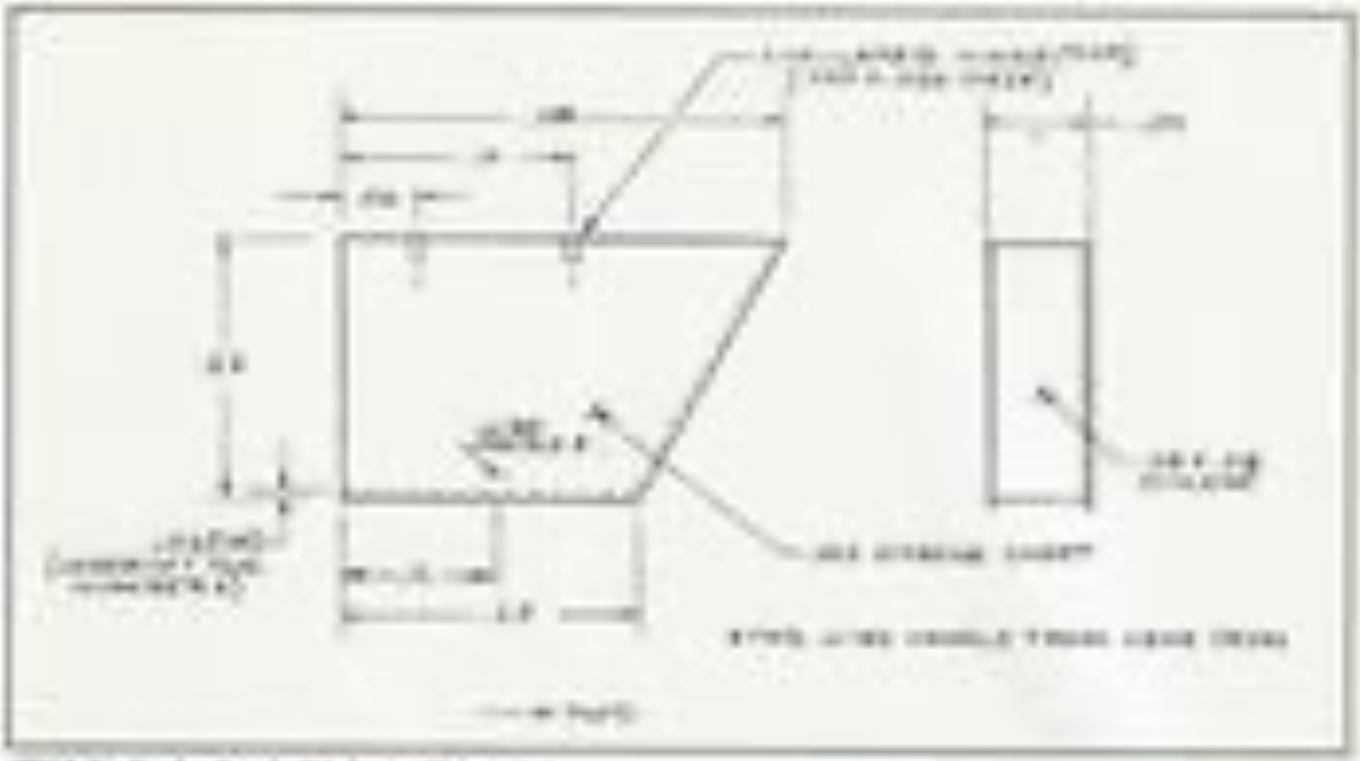
On the prototype, the piping along the left side of the locomotive included 2 overflow pipes on just one moment of the prime mover. The Blackmore model has not two many pipes the same length of the boiler. The extra most pipe has been on from the pipe running along a cheap scrap body. The remaining pipes were so finished as shown in the photos.

As with the left side, a second handrail mounted just below the main handrail around the front of the boiler was was added to the same way as described above.

Front and rear boiler details

The prototype photo shows a small sanding dust pipe attached to the front of the standard mentioned pipe. To model this, a Precision Scale # 1139 detail was used. The Precision Scale casting has two small tubes but can be made correct by removing enough of the long outer tube so that only those of the long tube have one each side. The first short curved sandpipe was then cut to 2 class the pipe is sandblast, a drill to right was the running hole pipe on the Blackmore model. Adding the longer most looped pipe necessitates a longer creation when assembling the model. A Blackmore 0.2 brass 4/10thin or Blackmore #14 was for the running boiler and provide enough added coupled length for reliable operation. The photos to the article now agree with the standard model with height wooden mounted valve. A better more photographed.

The headlight for the prototype appears to be a Vida Type with class. A Carl Scale #301 was drilled out to accept the Blackmore light post, the light drilled was



ATSF Roller Number Boards (RN above, LH opposite)

The 1-44 in midwest settings where she spent her final days under steam. The flat terrain, semaphores, grain elevators and rock quarries all suggest Plains railroading on the Santa Fe in the 1950's.

with the bolt heading screened now added to the headlight casing after painting and weathering.

Typical of most Sentry Pit locomotives, the 7248 had the characteristic wooden beams located on each side of the boiler just behind the cab. I've never been able to find a clear or precise reason for these, or their apparent need to be embellished. To do this, they normally stand well apart when seen from the side. The dimensions of the wooden beams vary from a 'more than' Sentry Pit 7248 / Hunt locomotive that looked to have the same style wooden beams as the 7248. To simply the wooden beams in the locomotive, a short piece of thick balsa wood was sandwiched to act as a bracket. The top portion of the wooden beam assembly was attached to the boiler just the same position as the bracket and away we'd.

A nice video display that were replaced to better clearly match the frame to prototype used the bolt, pop-off valves, whistle and washer nuts. The original Bachmann wheels was removed from the motor drive and discarded. The new 14 in Acrylic wheels was located pin of the motor drive onto the gear set screw. The wheels used was made from an aluminium wire taken from a scrap (1 1/4" centre and attached to the used and needs thanks using Araldi Instantex #1200 glue bolts. I let Scale 1911 washer lights and 48/4 4/40 brass screwsand the wood details.

Tender modifications

The tender supplied with the Bachmann model is a cast plastic. The correct width for the 7248 carried on. Conversions from a used to cut tender can be done several ways. Bachmann sells a body fit type set tender (#377) that could be used out of the box for wheels sized like 14/1" plugs can share the parts added. The alternative, which is what I chose, was to remove the cast tender from the Bachmann tender and transplant the cut tender from the Bachmann tender. Either way getting the correct tender on was easier as a fairly simple task. The prototype photo for the 7248's tender carries a small marker light on the roof of the tender and a larger light on the back end of the cut tender. I used a 5 pin Scale #1214 for the large tender light and #971 #1218 tiny rectangular flange tender + backup light running #1/197 but was not one of many with no provision of when a very suspicious. Instead I carried the back-up light from a piece of 1/16rod with shrink-tan tube and a small piece of styrene in and under the bracket. Finally, a 1 on brass wire has been added in each side of the tender.

Painting, decals and weathering

In the photo the paint and lettering you see is only the early painting. This 1:43 on the running gear. Even though Bachmann has taken the trouble to meticulously separate

The Sentry Pit prototype had a small tubular steel pilot attached to the running board pilot. An extended length coupler is required for reliable operation.

Table 1 — Modifying Bachmann's 0-4-0 for the Sentry Pit [illegible] 0-4-0WTT

[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
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[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]

Source: [illegible] Hunt [illegible] Sentry Pit [illegible] Railway Historical Society, [illegible], 1982.

Close-up of left side details.

Left side close-up view. Details that have been added include new headlight, marker lights, supplementary handrail, ladder number boards, bell with cord, vehicle and pop-off valves. The air pump has been relocated along with the ladders and running board over the top of the air pump.

Enlarging the power reverse higher required a short segment of the running board to be moved up. The groove from the original running board was filled with putty and sanded smooth.

The running gear was given a very thin mist of grimy black after the nuts and wheels were cleaned with alcohol and the wheel treads were masked with liquid masking. Tape was used to protect the motor and battered worm gear from any paint overspray.

The boiler and bunker were painted using Polyscale grimy black. Following decal application, an overspray of Polyscale satin followed by flat was applied to hide the decal film. Final weathering was done using grey and rust colored chalks and pastels. Ridged details were dry brushed with steel color flat enamel.

the side rods. I blackened everything looks better with a very light mist of grimy black. If done carefully, this will not cause any meshing problems.

For the plastic boiler and bunker, the standard pre-paint preparations involved a light scrubbing with a soft scrub brush, from soap and water water. Following the cleaning, some detailing was needed. Rubber bands secure the wrappers originally used formed from the cab. Bare grew were neatly masked off using liquid masking, tape and some paper towel stuffed in the cab. Any inaccuracy prior to installation when doing this step is to keep the circumference small from adding alot of height on to it. Wearing yellow gloves (available in most glove shops) that are medicine cupboard can help. Two light coats of Polyscale grimy black, diluted 10% with distilled water, were sprayed on using an airbrush. The first coat was allowed to set dry about 15 minutes before the second coat was applied. The second coat was allowed to dry overnight before proceeding with the decals.

Micrscale decals were applied using Microsol (obtained by Microscal). Since Polyscale does not a matte finish, the decal film will be very noticeable unless the decals are dry. To help the film, the entire model was sprayed with a coat of Polyscale satin followed 24 minutes later with two coats of Polyscale flat. And like the grimy black, the satin and flat coat both thinned 10% with distilled water. When even the decal film had vanished.

Weathering was accomplished using chalks and a little Bronze. Since this was new to experiment the only a limited time on weathered, weathering was applied fairly heavily. All details were highlighted by dry brushing on metal steel enamel. Not enough.

The first step for painting the running gear was to clean the nuts and wheels with a small dipped in denatured alcohol to remove any oil applied at the factory. Next, the tread area on the wheels was masked with liquid masking. Masking tape was used to keep any overspray from getting on the motor or battered gears. Finally, a very light mist of Polyscale grimy black was applied with the airbrush. The unthinned Polyscale paint is gallons times to avoid thick the build-up paint. The key to success fully painting the running gear is keeping the paint application thin and avoiding any buildup on the mechanism. After the paint is dry, re-lubricate the running gear with light oil.

While not accurate down to the last bag on the grills, these simple modifications have made my Mantenance 2-4-0 display a striking resemblance to its livery its prototype.

ARRIVING END OF FEBRUARY 2001

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2339-1 SP Class AC-10 #4278. A Northern District locomotive in the Sacramento Division.

2340-1 SP Class AC-10 #4249. A Southern District locomotive in the San Joaquin Division.

2341-1 SP Class AC-11 #4299. Moved from the Northern District to the Southern District in 1948. While in the Northern District, it participated in Overland service.

2342-1 SP Class AC-11 #4284. A Northern District locomotive in the Sacramento Division which provided periodic power to the Overland trains.

2343-1 SP Class AC-12 #4279. A Southern District locomotive operating in the Los Angeles Division.

2344-1 SP Class AC-12 #4295. A Northern District locomotive assigned to the Sacramento Division.

Please note that catalog numbers 2340-1, 2342-1, and 2343-1 were earlier advertised as different specific locomotives. If you have received one of these numbers, please see your dealer about its relettering.

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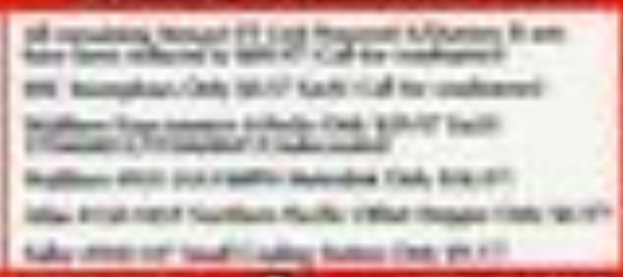

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It's Contest Time Again!

Contests at the 21st Century Limited

By Dave Weinman
Natchez, Cincinnati Chapter

You are probably thinking "Why should I read this? I don't make models." It is helping model and to thought about it at a time by the time you finish reading this you will consider making. Since the 21st Century Limited is approaching only that is a good time to familiarize you what most of the changes to the contest. The 21st Century Limited is designed some good building players for the event contests. I hope all of you will take the opportunity to try and refine the hobby.

There are several reasons that you enter the NMRA National Contest. The first is the Model Division of which there are 21 categories.

• Detail, Superstructure - Locomotive superstructure or steam power.

• Diesel Locomotive or Others - All locomotive except steam types and can project scratch-building model.

• Passenger Cars - All types of passenger cars including locomotive, including BCM, cab forest, observation, mail and baggage.

• Freight Cars - All types of freight cars except cabooses, including express cars.

• Cabooses - All types, including both bay, dummy, cupola, etc.

• Non-Railroad - Might or may not work miscellaneous vehicles and real equipment may contain insert and steam or simulated detailed attached to any area service. The vehicles work-related and service including trackside, crossings, etc.

• Narrow Gauge and HO Cars - The Cars standard are considered to be those normally found by the railroads of narrow and mainline building facilities in the style of any HO cars standard car. Any one existing does not apply.

• Engines - Cars are split HO cars. Models to models which include regular diesel covers and portrayal to the function of the model or prototype equipment. HO Cars and HO Cars definitions are the same as the Railroad.

• Trackside - All equipment associated with rather, industries and transportation and more electronically powered.

Each for these categories is judged using the Achievement Program. Building Guidelines. For those who haven't seen the guidelines are published on the NMRA's website. Awards for each category is awarded a 1st, 2nd and 3rd place ribbon for Honorable Mention. Certificate is awarded to those models showing 3-5 points that are missing in their category. The Gold Award is given to the model determined to be the "Best of Show" award at the contest.

There are several additional awards presented for various competitors and also participate in the model railroad contest are:

"Railroad Model Craftsman Award" chosen by NMRA Master Model Builders as the best overall model.

"Best Diesel Locomotive Award" given by Car Mike Model of Model Locomotives for the best car of diesel or.

"Model Railroad of Competitive Engineer Work Best" presented to an model or detail locomotive best representing "over-the-road" service power. Model is awarded a well combined used was

(Continued on Page 44)

Bulletin Board

Continued from page 41

George Heller, Lead Trip, 44

Mid Continent

J. P. Chidichimo, Chillicothe, MO
Gary Cox, Mt. Home, AR
Kenneth Cumberledge, Jefferson City, MO
Brian Flowerday, Cleveland, OK
Jane Hayes, Richland, MO
Walter Kinzie, Norfolk, NE
John Kuligoski, Columbia, IL
Ken Neal, Overland Park, KS
Don Pickel, St. Louis, MO
Tony Weiss, Shawnee, KS
Jay Wenzel, Unionville, IA
Robert Wuori, Olathe, KS
Brent Wiedeke, Plattsburg, MO

Mid Eastern

Lou Adams, Montvale, Toronto, On
Bob Ames, Spotswood, NJ
Hugh Cary, New Hope, PA
James Colclough, Irwin, PA
Chris Morris, Corning, NY
Dale Johnson, Upper Sandusky, OH
Scott Bernard, Fredericksburg, PA
Greg Brown, Mount Laurel, NJ
Bruce Hicks, Montgomery County, MD
Clarence Kaufmann, Springfield, PA
Thomas Murphy, North East, MD
Derek Bailey, Kenmore Lake, PA
Edward Martin, Cherry Valley, NY
Chris Gray, Kernersville, NC
Stephen Brown, Allentown, PA
Jeffrey Hodgson, Wilmington, DE

Lone Star

Charles Bell, Dallas, TX
David Bass, San Marcos, TX
Jay Bryant, Dallas, TX
Scott Cherry, Houston, TX
John Christensen, The Woodlands, TX
Margaret Sanders, Diamond, TX
Don Edmond, Granbury, TX
Jay Mohr, New Orleans, LA

Mid Central

Charles Adams, Xenia, MO
Jeff Brown, Ashville, OH
Harry Wilson, Bridgeport, WV
Jim Hamby, Fairfield, MO
Peter Bielefeldt, Bridgeport, WV
Harry Dashiell, Lexington, KY
Walter Knowles, Monticello, KY
Ron Hargis-Locke, Wyoming, MI
John Kelly, Columbus, OH
J.D. Johnson, Lexington, KY
Ronald Stone, Florida, KY
Bob Richardson, Lexington, KY
Richard Bailey, Union, KY
Edmund Shelton, Cincinnati, OH
Robert Burdsall, Wapakoneta, KY
Wayne Ingersoll, Glenmore, PA
James Mitchell, Liberty, MI
Harry Gillespie, Dalmore, PA
Mark Dunn, Lexington, KY
Catherine Hunt, Lexington, KY
Joseph Burns, Lockport, OH
Tim Edwards, Uniontown, PA
Robert Burnett, Pittsburgh, PA
Jason Davis, Milford, OH
Rusty Gray, Lexington, KY
T.J. Gray, Lexington, KY
Roger Hammer, Cincinnati, OH
Matthew Hunt, Milford, OH
Art Hopkins, Cincinnati, OH

[illegible]

Southeastern

[illegible]

British

[illegible]

Sunshine

[illegible]

Pacific Southwest

[illegible]

Australasian

[illegible]

Introducing The Chopper II

- [illegible]
- [illegible]
- [illegible]
- [illegible]
- [illegible]
- [illegible]

Bob

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NWSL

NeedleWeat Mount Liner

[illegible]

Take a Second Look

[illegible]

[illegible]

Contests

Continued from Page 08

[illegible] to a non-pandemic year.

"Overall Sweepstakes Canvas Short Lasers" for the criterion best representing an 'over the road' subtopic.

"Ever Lit's Utmost Award" for the best dated inconsistency ratio.

"Skin Imports Award" for the most exotic pouch entry.

"Northeastern Script Models Award" for the best loved kid entry.

"Northeastern Scam Models Goals Award" for the best word for for a creation of evil and myths.

"Mrs. J. Lewis Locomotive Award" for the best accomplished wood composite.

"Budget Shop Details Award" for the best conventional Hosts (Cart) of the Budget emails, emails, e-mail, attitude(?).

"Budget Weekend Hosts Award" for the best weekend hosts.

"Budget Hosts Award" for the best hosts used by a creator (3 and under).

"Online Connection Point Award" for the best accessible hosts.

"Down High Ever Award" for the best and most creative post science. Difficulty and novelty.

"Down Hardknocks Award" for the first one received (late), mistletoe or an mushroom.

"Down Hosts Award" for the best rocket entered by a creator (4 and under).

"Cookie Trust Logging Model Awards" (1st, 2nd, and 3rd place) presented for the best logging models.

"Dan Remington Model" sponsored by the citizen of the Bellevue Science Model Conference and Model Photography.

"Achievement Progress Without Awards" (first award) presented for the 10th Anniversary for the best Attended science prizes, prizes, gen ral, knight ca, and volunteer.

"Historical Value Judge Award" chosen by a panel of science judges for their all around favorite entry.

"Featured Creator Challenge" award chosen by the Featured Fairness.

There are also Popular Vote categories in the model contest. The two show categories are here this year. Whether you were a model to the contest or any phase, even by just one, it's your favorites in the following categories.

•Favorite Train – Assemble your favorite train and any total return think. Players can awarded for 1st, 2nd & 3rd.

•Favorite – Show of your with active imaginations can go wild. There are definitely no standard plan here. 1st, 2nd and 3rd place certificates (more for Friends county) from Mission are awarded.

•Most Helpful – Here the only way will be counted where you provide a photo of the model or answers you are entering, and can best show you can get to the place. 1st, 2nd and 3rd place people will be awarded.

•Creation – other new, this is the category that is not awarded after a prototype test in a product of the builder's requirements. Our judges will be guaranteed to the awesome receiving the same votes.

•Builder's Choice – Model vote for an overall Best of Model as selected by the creator as well as a people awarded for the best [illegible] use, cultural, creative and done you as always by the builders.

Now a last Models Contest. This contest is judged by a panel of judges at the National Train Show. Every modeling Art was judged on the NTS criteria that will be published for you, structural and ingenuity. There are 3 categories, Individual and Group. The winners get the same as for the overall contest with Best of Show, 1st, 2nd, and 3rd place plaques and Honorable Mention. Contributors (additional sponsored) awards as well.

"International Station Locomotive Focus Award" for the best overall design.

"Design Preservation Models Award" for the best use of NMRA standards.

"Modern Creative Challenge" Award" chosen by the Models Design Challenge for an exceptional train analysis.

Visit to the Photo Contest. The Photo Contest consists of six categories and is judged by a panel of judges that have experience in the photographic field. The judging methods are the same as are used for most photography competitions. It is not a prize contest but rather a consensus choice made by the judges after evaluating them for overall excellence. The categories are Black & White Model Print, Black & White Prototype Print, Color Model Print, Color Prototype Print, Model Slide, and Prototype Slide. The prizes awards include Best of Show, 1st, 2nd and 3rd place plaques, Honorable Mention Certificates, and the Photo Creative Challenge Award.

The Plan Contest is the three exhibits that were entered that year given the best attention, then the judges are looking for qualities such as Definition, Balance & Readability, Color Match, and Unique Design. Plaques are presented for 1st, 2nd and 3rd places.

The Locomotive Performance Contest is a unique contest sponsored by the NMRA. This is a contest where the model builder competes not only with the model year as compared to the prototype modeled. It is now on a new platform that compares various different engineering a prototype drive speed of 3 scale mph or less, and then closely the model can match a low speed as compared to the specific model's prototype at 3 mph. The categories for this contest are Steam, Diesel & Other, and Special Motor which is designated for those models modified with special high efficiency motors. Can you no mentioned another category called the Locomotive Workshop. This does the points needed to the performance tests and completion forms with points earned in the model creative rewards to award a categories per 1st, 2nd, and 3rd place players.

The Drawing Contest is sponsored by the Hand Locomotive Corporation. The Corporation designs and builds of a new engraving creative issues. This provides an opportunity to compete on a different locomotive design each year. A competing positions is designed and participants are asked to have long or short form to complete the engraving problem. This is a range categories and plaques are awarded for 1st, 2nd, and 3rd places.

The Arts & Crafts Contest are the most interesting or outstanding Model railroading. Unlike the other contests, Arts & Crafts are open to all conventions registrants, whether or not they are NMRA members. The categories are Scenery Original, Scenery Any Scale, Covered Pattern, Accessories Original, Accessories Pattern, Buildings Kit-Built, Structures Original, Structures Kit-Built, Structures Pattern. Plaques are awarded for Best of Show, 1st, 2nd and 3rd. Special awards are presented for:

• "Theme Award" Work with the craft can include a special theme assignment each year. Contact Club Model this year.

• "Kit Without Mechanical Award" chosen by the judges for an exceptional entry.

• "Craft Award" for the best craft created by anyone 16 and under.

• "Budget Award of Excellence" for the best overall finish.

• "Science Quality of Craftsmanship" for the craft displaying the highest quality workmanship.

The rules are simple and fun. With the exception of the Arts & Crafts Contest the entries must be an NMRA member and work predominant in the creative material. The contest for the sole scale of the entries. Accuracy, there must accompany each entry. The exhibitor must work in the place of Craft Accreditation of Merit at a previous National Contest.

The Photo Contest entries a couple of additional rules. All photos must be accepted that are light material and not be accepted be not framed. Minimum screen size is 8 x 10. Maximum screen size is 11 x 14. Minimum print size is 5 x 7. Each creator is limited to 10 entries with no more than 5 in one category.

Chances are that here is a lot more to the creative than most of our many people of [illegible] also the Mainland and in this and of our attending this 21st Division Limited has something along on the shelf that you could bring along and enter in one of these many categories and contests. Plan to the means to [illegible] plans what you can do. Any does all these contests and places and bring them all in this year's contests.

National

Baltimore, Ben Jones. NMRA National Convention. [illegible] Info: [illegible]

Branson, Mo Lines. NMRA National Convention. Railroads, Live N-B, HO, Live Steamers, Modeling, Train, N-S, Rail Jamb. Info/Pictures: [illegible]

Regions

Alabama, Tennessee. NMRA Region Southeast Division Clinic on Scenery. Work in small Railroads. Up to seven layouts open. Work Session after Saturday's Clinic. Every Saturday and Sunday Open. Info at the Web at [illegible] Phil Mills, Mike Martin, Jim Cole, Ken Foster, Regarding, Mike Kuhnert, Jim Crawford. Info: [illegible]

Colorado, Colorado Springs. NMRA Rocky Mountain Region Convention. Clinics, Contests, Layout Tours, Vendor Area, Banquet, Prizes, Fun. Info: [illegible]

Illinois, Chicago. Train Collectors Association Meet. August 11-13. Meeting room for 75 and Convention Hall. Over 11 A.M. 11 A.M. to 10 PM. Opening 8 PM. Info: Ken Kraemer, Jack B. [illegible] Info: [illegible]

Georgia, Atlanta. Piedmont Division Monthly Meeting. 3rd Tues. at Atlanta Hotel at 7 PM. Meeting is Refreshments Offered. Every Month Program. Contact: Chris Price, Info: Greg Turner, Clinton Thompson Jr., Membership, Info Details in the Web at [illegible]

Ohio, Cincinnati Convention. Convene at Hyatt Regency Hotel, Grand Plaza, Wednesday, 12 to 5. Every Saturday Begins 11 A.M. 100 Model Railroads, Prizes, Info: [illegible]

Divisions

Alabama, Gulf Ports. 3rd Tues. Division Clinic Every Other Year. Work and Every Other Month at Various Locations. Contact: Chris Price, Info: Greg Turner, Clinton Thompson Jr.,

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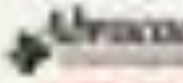

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Published and edited by David Bigelow, this recently debuted publication is devoted to early logging and logging railroad history and modeling. It is an excellent source of history and technical detail concerning all aspects of logging history. The articles are filled with many historical photos, maps, posters, and drawings. Some of the Winter 2005 articles include Mt. Shasta Lumber Company, Willamette Locomotive and the Big Creek & Tahoma Railway.

Books

Small Steps & Practical Track Plans

By Tom Rice. Available from Kalmbach Publishing, 21027 Crossroads Circle, Waukesha, WI 53187-1612, phone (800) 533-6644 fax (262) 796-1615, [illegible] website www.kalmbach.com. Softcover, 96 pages. Black and white photos and illustrations. $14.95 plus shipping.

Inside Small Steps & Practical Track Plans, you'll find a variety of layout designs that were developed from the author's years of experience managing industries in addition

to the detailed instructions each plan and prototype drawings, each layout design includes information about layout specifications, prototype railroad data, and suggestions for appropriate decking pattern, rolling stock, structures, and scenery.

I Love Pacific Rails to the Water: The Rise, Fenge & Stryker Railway

By Terrence Wyler. Available from the author at 1104 Cypress Ave., Idaho Falls, ID 83402 or Bridgeport/Howell/Brown, Inc. at 414 Cumberland Rd., Columbia, MO 65201. Softcover, 64 pages, black-and-white photos and illustrations, newest publication list pricing and availability.

Built for the frontier miners to entrepreneurs hides at the turn of the century, the Iver which ran from Kuapa north to Wesley to Idaho was closed week after the last was completed. The rail line was abandoned also the Grand Pacific after it was completed and was abandoned in sections after World War II. Today there are only remnants of this line. This book gives the background behind the construction of the railroad, naming the line, the operation of the railway, the abandonment of the rail line, the Hidden Valley Wreck, and the well-known Gulley Bridge.

The Railroad: What It Is, What It Does—4th edition

By John H. Armstrong. Available from Simmons-Boardman Books, Inc., 1809 Capitol Ave., Omaha, NE 68102, phone (402) 346-4389, fax (402) 346-7783, e-mail sbooks@dcn.com, website www.simmonsbooks.com. Softcover, 312 pages, black-and-white photos and illustrations, $23.95 plus $4.50 shipping. CD-ROM available at $19.95.

This book presents a basic key through overview of the railroad industry in North America as it currently exists and functions. Its primary perspective is a description of railroad operations and their supporting technology, interpreting the specialized terminology involved. Extensive glossary and new chapters reflect the advancements made and major mechanical advances. These advances are largely responsible for the changes in the railroad during the last decade and the evolution of the railroad industry.

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Elsewhere, the story detailing the history of retail and diesel railroading by Reynolds, Inc., in the Pacific Northwest has recently been published, with additional photos and corrected text, after many years out of print. In the 1980s Jack Reynolds built the Polson Brothers Logging Company by acquiring areas from partners and a dangerous force that defined the Alaska Highways. The events from and the rigors of survival in the forest in 1940 the time until an Eastern attack continued to add new equipment, especially diesels. Manufacturer drawings on the book include Polson Logging Co. Mallet #1100, logging flat cars and caboose #1.

Big Outside Saloon Where Saloon Was Ruby Canyon and the Desert

By R. C. Hancock. Available from the Colorado Railroad Museum, 17155 West 44th Avenue, P.O. Box 10, Golden, CO 80402-0010; phone 800-365-6263; website www.crmuseum.org. Hardcover, 256 pages, black and white and color photos, $49.95 plus $3.75 shipping.

Ruby Canyon and the Desert railroad haven, ruined by a fire and photographed by crews and. That is, until displaced writers who includes Contented here in a glimpse into the interior character of Ruby Canyon as was how the cliffs above as well as a river level, as damp as well as a water. Enjoy how this Grizzly Rockies Pacific and Contemporary Users Pacific we were held would as well as diesel owners across a promised visitors this volume.

For Sick Animal's Names & Symbols

By Geoffrey A. Douglas. Available from Old Publishing Co., 1307 Winding Creek Lane, Lynchburg, VA 24502-2176; Hardbound, 176 pages, black and white and color photos and illustrations, $29.95 plus $4.00 shipping and handling.

Second only to Mark Twain, Edgar Grant was perhaps the most commonly quoted citizen of America, and although the quotations have become a treasured piece of Americana, the great majority are fictitious. Mr. Douglas has researched the "ultimate" birth records, authenticated sources, photos, first-time printed that have existed at the time of the 19th century, and in his first 15 years, by the

New York Central Railroad and its predecessors. First I want also again barely to take a closer look at the point that the company usually labeled as "engines," which were as gone as the trains of the Great Steel Fleet.

Along the Baltimore & Ohio Railroad from Cumberland to Connellsville

By Mario Lucia Mallamaccio. Available from Amazon, Cumberland News, Charleston, W. Virginia. Jacket, $24.95/$34.95. 144 pages, 8½"x11", softcover. A well-researched, well-written work on railroads, with a focus on local businesses. Softbound, 128 pages. Black and white photos. $19.95 plus shipping & handling.

Starting the turn-of-the-century the railroad was an extremely important transportation and shipping resource to thousands of people and businesses in Pennsylvania, Maryland to the West on wagon lines every B&O bridge and station from Cumberland, Maryland to Connellsville, Pennsylvania. In 1851. Many of the scenes that overlook along the tracks of tracks are depicted in these vintage photographs. Experience the old and new trains of the 1800s to 1930s through people from many different locations who had one thing in common: the railroad.

By Steven Swoboda and Joe Rukavi

By James Sanders. Available from Morning Sun Books Inc., 9 Pleasant Lane, Scotch Plains, NJ 07076. Hardbound, 128 pages, color photos, $49.95 plus shipping & handling.

Joe Greene's perspective of the Rio Grande was that of a prototype railroader. He climb up the passenger ladder from Track Inspector to Assistant Roadmaster to Division Engineer during the 1950s and the 1970s to consolidate through the color photographs he took while on the job. The author Swoboda collects views and period photographs and Rob's enthusiasm for the work in this 128 page book.

Kansas Railroad Around City

By Jeffrey Spivak. Available from the Arcadia. 128 four photos (8½"

(Continued on Page 3)

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REGISTRATION FORM

Please clearly print your name as you want it to appear on your badge – use back of form to add additional names

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Wanted: Micro-Trains Christmas Cars for 1991, 1992, 1993 and 1995. Raymond P. Castorina, 3606 Hummingbird Lane, Humble, TX 77396. (281) 441-3321. (3)

Wanted: Travel Partments: Trans-Siberia, MA, Chinese, MA, Moscow-Peking-Hongkong, Spring/Summer 2000. Eckart Klee. (954) 524-0950. (3)

For Sale: 500+ issues of Model Railroader (1961-89 complete plus others $100.00 US plus shipping. Peter Nesbitt, 1958 Covenant Ct., Gloucester, Ontario, Canada K1J 6V3. (3)

Wanted: Walters HO Circus Reel Wagons 933-1377, built or kit. Dick Roberts, 909 Westmoreland Drive, Modesto, CA 95355. (3)

For Sale: Great Model Railroads, Vintage Reels, other magazines and books. Some HO freight cars. Free list. Peter Wisniolik, Jr., 26 Cameron Circle, Cameron, NJ 08021-4660. (2-3)

Sell, Gordon North prepared PFM Sound Systems. Diesel Master, Recents, Receivers, Tapes. Etc. $500.00 OBO for details. Jon Guenda, 248 Wyhawk Drive, Wallingford, PA 19186. (3)

For Sale: U.P. (1-600) Alco 76 Aero-Bow $125.00. Milton Olmore, Jr., 2183 Kelly Ridge Drive, Chesterfield, MO 63005-5026. (2-3)

Wanted: Box cab diesels, all manufacturers, especially Aristocraft. All scales except mint/Prince HO. Jay Fensham, 6142 Lincoln Drive NE, Des Plaines, IL 60016. (2-3)

For Sale: "Up Train or Tomorrow" excellent condition. $1,875.00 O.L. Gardner, 14200 S. 148th, Bennet, NE 68317. (402) 782-4740. (2-3)

Wanted: HO. OLD TIMER by ertel 3275 or Model Power 6616, A.S. 0-4-0 shifter loco, flat valves over pistons. Bob Haggart, 158 Woodlake, Colorado Springs, CO 80911. bob@mmcorp.com. (2-3)

Wanted: Great Northern HO Special Edition Athearn #3317 two pack SP. Plug door box cars. Dave Chumett, c/o Baum Systems, 12004-111 Ave. NW, Edmonton, Alberta, Canada T5G 0E6. (780) 488-0004. (2-3)

Wanted: Copy of "Classic Freight Cars," Volume 2 Tank Cars. Roger Carson, 1125 Grinnell Road, Wilmington, DE 19803-6105. (302) 478-7550. rogercarson@juno.com. (2-3)

Sale: Rare issues (years): 7 MR Trains, 3 MMRA, 3 RMI, Heritage, 11 Volumes. Make offer any or all. F. Detweiler, P.O. Box 845, Summerton, SC 29148. (803) 485-4361. (2-3)

Wanted: Some 6 Caymans MMRA Heritage Series #1 cars in Z and O scale. Pat Turner, 102 Beaver Dam Road, Peachtree City, GA 30269. (770) 487-6588. fatcr@mindspring.com. (2-3)

Wanted: MD Baldwin loggin 2-8-2, 90-tonner, 44" drivers, Walthers 70' pullet baggage.

Hammer roof, blackjack, William Bain, 4812 NW Woody Way, Newport, OR 97365. (541) 265-3444. billbain@bayonderail.net (2-3)

For Sale: 607 F45-1 CALI snowcone custom painted by Accurail, #76605 and #33015, $10.95 ckd. No shipping warn. Mid-Eastern Region, 12010 Bellevue Street, Silver Spring, MD. (2-3)

For Sale: Sunset U-P 4000 & 12-2 hopes, factory painted, sold after Bruce McArt. 1508 Ash Drive West, Elkhart, IN 46514 (219) 264-3471. (2-3)

Wanted: PFM MP 25, 1950 run preferred. Consider with condition and price. Martin Sinclair, 519 Lucinia Street, Dunedin, FL 34698-7622. (727) 738-8007. (2)

For Sale: HO engines, freight, diesels, streamline passenger cars. E-mail for list hjkraus@yna.net or call 440-notice message. (877) 221-0365. (1-2-3)

Wanted: Chicago Area & Southern HO locomotives, rolling stock, decals. William Brun, St. George Station, P.O. Box 10098, Staten Island, NY 10301-0098. (718) 351-3466. E-mail: emtcpt@aol.com. (1-2-3)

Wanted: HO 4-4-0 (or somewhat) mini trains narrow gauge rail cars - mine, mail, dump, trash, etc. reasonable condition. Frank E. Eland, 6900 Windflower Circle, Sarasota, FL 34241-9261 (?)

For Sale: Southern 52' Outside Post Boxcars, two singles. Two cars $28.00. Four dogholes $55.00. Any 20 Gunpost T, MCR, NMRA, P.O. Box 43491, Cincinnati, OH 45243. (1-2-3)

Commercial &

Non-member

Wanted: STOCK LIGHTS, CATEX, Railroads and others. All quantities. Toll Free 1-888-367-5797. Mitsuoki Kuno, Box 9127, Wilmington, DE 19809. (1-4)

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http://www.nmra.org

FREE CLASSIFIEDS!

Classified ads are available free to all NMRA members on a space-available basis for non-commercial use only. You can use them to buy, sell, trade or seek an item. Here is the details:

1. Based on available space, each member is entitled to run more than one free classified ad per month. In the event there is a shortage of space, preference will be given to first-come, first-served basis based upon the postmark.

2. Free ads must be 50 words or less. Numbers, abbreviations and zip/zone count as 1 word each. Name, address, city, state and zip code count as 8 words regardless of actual count. Phone numbers count as two words.

3. Additional words are available for a 50-cent-for-per-word, per month. The fee for additional words must be included with the advertisement.

4. Ads may run for up to three consecutive months. Please indicate if you wish your ad to run more than once. Ads that do not indicate a length of run will run for one month only.

5. The deadline for classified ads is 30 days prior to the first of the cover month in which you wish the ad to run. For example, the deadline for the January issue is Oct. 1.

6. Ads should be mailed to **NMRA Classifieds, P.O. Box 1001, Powell, OH 43065.** Ads cannot be accepted by fax, email or other means. Ads mailed to an incorrect address may be delayed or fail to appear.

7. Orders for free ads must include the member's name, address, membership number and expiration date. Ads submitted without this information will be rejected.

8. If the event is one set or later determined to have been for commercial purposes or otherwise ineligible for free status, the NMRA reserves the right to collect the appropriate fee from the advertiser.

COMMERCIAL AND NON-MEMBER CLASSIFIED ADVERTISING

1. Commercial and non-member advertising will be accepted at the rate of 75 cents per word, per month. Numbers, abbreviations and zip/zone count as 1 word each. Name, address, city, state and zip code count as 8 words regardless of actual count. Phone numbers count as two words.

2. Orders for commercial and non-member ads must include payment with the advertisement.

3. Commercial and non-member ads will appear in a separate commercial section.

4. The deadline for classified ads is 30 days prior to the first of the cover month in which you wish the ad to run. For example, the deadline for the January issue is Oct. 1.

5. Ads should be mailed to **NMRA Classifieds, P.O. Box 1001, Powell, OH 43065.** Ads cannot be accepted by fax, email or other means. Ads mailed to an incorrect address may be delayed or fail to appear.

6. Orders for paid ads must include the advertiser's name, address and daytime phone number.

7. Display classified ads are available from our advertising office. Contact Hank Kaczmarz at 1-888-NMRA-1(2) for more information.

This Program may be canceled or modified at any time.

Library Ear

(Continued from Page 26)

[illegible] www.kristal.com. Illustrated. 270 pages. Black and white and color photos. $39.95 plus shipping and handling.

When it opened in 1914, Union Station stood as a proud showcase to an era—the great years of railroad passenger travel. When the public in from the towns of Kansas City and surrounding states poured into the newly completed structure, a gathering spot for New Year's Eve celebrations, under its massive clock, and the ceremonial departure and arrival point for soldiers on two world wars.

Harnessing Steam 0-27 Trains

[illegible] from K-Line Electric Trains, please [illegible], and [illegible] .com. Softbound. 240 pages. Black and white photos and illustrations. $19.95 plus shipping.

(Continued on Page 64)

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Library Car

Continued from Page 30

This is a comprehensive guide that covers everything from how to begin to detailed landscaping techniques. This book will transform the bookcase from the first early of the model to a railroad empire. Chapters on construction of tables, electrical wiring, and operating various locomotives are also included in this reference guide.

Videos

Steam Over Donner

Available from Steam Port Videos, 4724 Sylvan Road, Citrus Heights, CA 95610, phone (877) 236-7223, website www.pcvideo.com/steamvideo, $24.95 plus shipping. On May 31, 1995, many hundreds of rail fans gathered their cars and rode to view the 844 Northern and 4464 Challenger as the two steam breathing locomotives stopped the record and consumed an inch of steam for a day. People watched in amazement as the locomotives powered all the way from Cheyenne, Wyoming, exposing their way over Donner Pass in California. Traveling over the Sierra Nevada mountain range, these locomotives navigate through many of California's tallest railroad trestle along the historic Southern Pacific/Central Pacific route that once formed part.

Happy Along the Upper Mississippi

Available from Pyramid, P.O. Box 8001, Pasadena, CA 91109-8001, (626) 449-3470, fax (626) 792-7101, e-mail pyramid@earthlink.net, website www.pyramidvideo.com, VHS, 90 minutes, color with sound and narration, $29.95 plus shipping and handling, order code #VM-902.

Enjoy the scenic banks of the upper Mississippi River in MMP's Mr. Cory's Adventures, a mostly non-narrated video providing scenes for a relaxing parade of traffic from Lake Itasca, MN to Minneapolis/St. Paul, MN. Runners take you across the river five morning throughout the seasons to bring you a unique perspective on this important river.

Kalmbach Memorial Library Want List

The Kalmbach Memorial Library can always use certain publications to fill holes in their collection. If you have any of the following publications, please contact the library at Kalmbach Publishing Co., 21027 Crossroads Circle, Waukesha, WI 53187.

1. Utilizing Air Tools, Nos. and Drills, Dremel Workshop
2. How Tos for Logging, Grafton
3. All about Vintage Model Railroading, Fred Clarkson, 1948 Model
4. Collection of Narrow Gauge & Logging Railroads, No manufacturer
5. Advanced Gasoline Rail Cars
6. Atlantic Locomotive Painting and Lettering, Kalmbach Books
7. Building Ideas for a Prize, Tyler Nichols
8. Grade Profile Odyssey West, Part 1, Fine Publications
9. Steam Covered Style Cars of Mid-America, Mississippi Rivers
10. The Small Change Locomotives, 1-4401, 1-7500 & 1-5500 de Color, Missing two

Rio Grande Southern locomotive 25 was nearing the end of her long career when she was photographed at Durango, Colo., in the summer of 1938. Built at Schenectady in 1895, this Consolidation began life on the Florence & Cripple Creek as engine 21, or perhaps better known as "Isabella." She was renumbered as engine 25 in 1898, and was sold to the Rio Grande Southern a decade later, where she became the second RGS number 25. An additional 25 years of service came to an end at Ridgway, Colo., in August of 1940, when engine 25 was dismantled for spare parts. Photo by Harold E. Vollet.

From the collection of the Center for Railroad Photography & Art.

NMRA National Retailers Listing

[illegible]

[illegible]

[illegible]

Advertiser Index

The Overland Models 21

The Overland Models 21st Century Express is pulling into the San Jose Convention Center with a wide variety of beautifully handcrafted brass scale model railroad equipment and structures in N, HO and O Scales. Each of our many models is a faithful reproduction of an actual prototype. We have the largest selection of brass models on

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the market today . . . stop by our booth (No. 186-189) to see for yourself . . . and to see the massive Coos River Bridge diorama by Doug and Jackie Hale. We look forward to meeting you.

See us at Booth No. 186-189 at the NMRA 21st Century Limited ConventCon at San Jose, July 30th-Aug. 6th

Overland Models, Inc.

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